

CLUB - - -
\$12.00 Per Dozen
F.O.S. - - -
\$15.00 Per Dozen
The Best Value in
SCOTCH WHISKIES
on the Market.
H. PRICE & CO.,
458, 12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

D. C. L.
OLD TOM
AND
DRY GIN.
\$7.00 Per Dozen.
SOLE AGENTS:
H. PRICE & CO.,
458, 12, Queen's Road.

No. 12,009

號二十月九年一零百九千一英

HONGKONG, THURSDAY, SEPTEMBER 12, 1901.

日十三月七年丑辛

PRICE, \$2.50 Per Month.

AGENTS FOR THE CHINA MAIL.
LONDON: F. ALGAR, 11 & 12, Clements Lane, Lombard Street, E.C. STREET & CO., 30, Cornhill, GOREN & GOREN, Ludgate Circus, E.C. BATES HENRY & CO., 81, Oldman Street, E.C. SAMUEL DICKSON & CO., 150 & 151, Leadenhall Street, W. J. WILKS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street, W. MITCHELL & CO., Snow Hill, Holborn, W.C. P. & CO., 18, Rue de la Grange, Paris.
PARIS AND EUROPE: MAYNARD, FAYNE & CO., 18, Rue de la Grange, Paris.
NEW YORK: THE CHINESE EVANGELIST OFFICE, 52, West 22nd Street.
SAN FRANCISCO and American Ports generally: BEAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & GOREN, Melbourne and Sydney.
CEYLON: W. M. SMITH & CO., THE ARTHURIAN, Colombo.
BATAVIA: H. M. VAN DORE & CO., SINGAPORE STRAITS, &c.: K. & W. WILKS, Ltd., Singapore.
PHILIPPINE ISLANDS: A. S. WATSON & CO., Manila.
CHINA: M. A. A. DE MELLU, Amoy, N. MOULLE & CO., LINTING, Fouchou, BROCKHART & CO., SHANGHAI, LANE, CRAWFORD & CO., and KELLY & WATSON, Yokohama, LANE, CRAWFORD & CO., and KELLY & WATSON.

Business Intimations.

NOTICE.

WE have this day been appointed SOL AGENTS for the well-known CIGAR FACTORY "LA OCEANICA" of MANILA, P.I. Cigars of Cuban Style. All Orders shall have our careful attention. Price List may be had on application to: RICHIE & CO., 39, Des Voeux Road, Hongkong.

FRED. C. FOCKEN, General Agent, Manila, P.O. Box, 374, Hongkong, August 31, 1901. 1828

NOTICE.

THE undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO., 1, Duddell Street, Hongkong, August 2, 1901. 1607

Intimations.

LODGE ST. JOHN, No. 118, S.C.

A REGULAR MEETING of the above LODGE will be held in the FRASER MASON'S HALL, Zealand Street, on FRIDAY, the 13th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, September 11, 1901. 1880

PERSEVERANCE LODGE OF HONGKONG, No. 1,185.

A REGULAR MEETING of the above LODGE will be held in the FRASER MASON'S HALL, Zealand Street, on MONDAY, the 16th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, September 9, 1901. 1876

GREAT EASTERN & CALEDONIAN GOLD MINING CO., LTD.

(IN LIQUIDATION).

NOTICE is hereby given that a Final Dividend of 24 cents per Share will be paid to the Shareholders at their earliest convenience to the Undersecretary, whereupon Payment of the above Dividend will be made.

M. BENNECKE, Liquidator, Hongkong, August 23, 1901. 1757

GREAT EASTERN & CALEDONIAN GOLD MINING CO., LTD. IN LIQUIDATION.

NOTICE is hereby given that a GENERAL MEETING of the SHAREHOLDERS will be held at the Co.'s Office, No. 14, Des Voeux Road, on MONDAY, the 30th of Sept., at 12.15 o'clock p.m., for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining the manner in which the Balance, accounts, books and documents of the Company, and of the Liquidator thereof, shall be disposed of.

THE LIQUIDATOR, M. BENNECKE, Hongkong, August 29, 1901. 1802

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that THE AMERICAN TOBACCO COMPANY, carrying on Business at Victoria, in the Colony of Hongkong, and elsewhere as Tobacco Merchants, have, on the 1st day August, 1901, Applied for the Registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:

The distinctive device of an EAGLE with outstretched Wings standing on a Rock. Above the said device are printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut, or embossed the words "EAGLE BRAND."

The name THE AMERICAN TOBACCO COMPANY, appears underneath the above in the name of The American Tobacco COMPANY, who claim to be the Proprietors thereof.

The said Trade Mark has been used by the Applicant for many years in respect of the following Goods:—Unmanufactured Tobacco of all kinds, Cigars, Smoking Tobacco, Snuff, Cheroots, and Cigars in Cases.

A Facsimile of the said Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated this 10th day of August, 1901. JOHNSON, STOKES & MASTER, Solicitors for the Applicant, 12, Queen's Road Central, Hongkong.

MEE CHEUNG, HIGH-CLASS PHOTOGRAPHER.

Developing and Retouching for Amateurs. Enlargements & Special Features.

Intimations.

MUSIC LESSONS.

MR. L. A. GRACA receives Pupils for the VIOLIN, MANDOLINE and PORTUGUESE GUITARRA. For Terms, Etc., ROBINSON MANSO Co., Ltd., Hongkong, August 15, 1901. 1690

39, Des Voeux Road, Hongkong.

SINGING, PIANO, MANDO-LINE, BANJO, &c.

SIGNOR CATTANEO

has RESUMED TUITION.

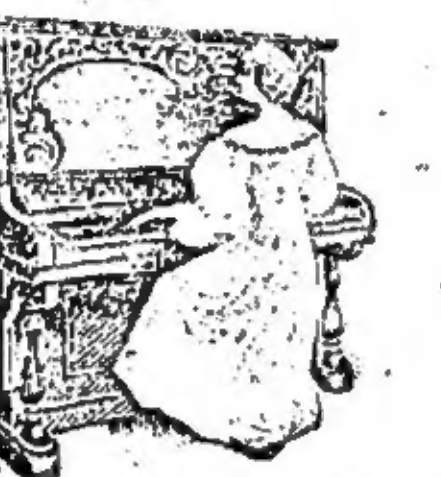
TERMS: ... \$10 per Month. (Two Lessons per Week.)

Care of LANE, CRAWFORD & CO. Hongkong, April 22, 1901. 864

THE ROBINSON PIANO CO. LD.

PIANOS

HIGH GRADE. RE-RIGHT PRICES.



KIRIN BEER.

WHISKIES.

OLD TAYLOR, ... \$12.00
Do. (EXTRA), ... 14.00
YE ALD TOWN, ... 12.50
KING WM. IV. V.O.P. of great age, 23.00

W. H. POTTS & CO.,

No. 3, QUEEN'S BUILDINGS.

BICYCLES

AND TYPEWRITERS.

SOLD, EXCHANGED AND REPAIRED.

PRICES VARYING FROM \$65 TO \$225.

ACETYLENE LAMPS & CARBIDE.

DRAGON CYCLE DEPOT.

11, Des Voeux Street, Hongkong, 9th February, 1901. 323

KWONG FUNG YUEN, TIMBER MERCHANTS.

No. 252, Des Voeux Road West, Hongkong.

HAVE always on hand a large STOCK

of the following TIMBER:—

AMERICAN PINE AND FIR, BANGKOK TEAKWOOD.

HARDWOOD, Etc., Etc., (in Logs & Planks).

An inspection is respectfully solicited.

Hongkong, September 4, 1901. 1846

ASK FOR FERGUSON'S

P. & O. SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland, devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF WHISKIES.

PURE AND MILD.

Sole Importers, F. & O. STEWART & CO.

15, Queen's Road, Hongkong.

Telephone 75.

Is unrivalled for its Mild, Mellow Flavour. Composed entirely from the finest products of best known Highland Distilleries. Thoroughly matured.

Caldbeck, Macgregor & Co., WINE & SPIRIT MERCHANTS.

15, Queen's Road, Hongkong.

Telephone 75.

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Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

4, PRAYA CENTRAL (NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION, BOILER COMPOSITION, ENGINE AND OTHER OILS.

ALWAYS KEPT IN STOCK.

ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.

1027

LANE CRAWFORD & CO.

NEW GOODS

JUST RECEIVED

WHITE DRESS SHIRTS.

FOUR-FOLD LINEN COLLARS.

TENNIS, CRICKET and BOATING SHIRTS.

HOSIERY and UNDERWEAR.

STRAW HATS.

AN INSPECTION IS INVITED.

LANE, CRAWFORD & CO. 1505

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.

NEWLY-FURNISHED ROOMS.

TWO ELEVATORS.

NEW REFRIGERATING PLANT.

BEST QUALITY LIQUORS & PROVISIONS.

2196

DENNY, MOTT & DICKSON, LD.

BANGKOK (SIAM).

PEAK MERCHANTS AND SAW MILLERS.

SIEMSEN & CO., Sole Agents for Hongkong and South China.

Hongkong, August 1, 1901. 1588

JOHNSON'S

DIGESTIVE TABLETS.

The Great Remedy for

INDIGESTION, DYSPEPSIA, FLATULENCY

AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY, QUEEN'S ROAD.

1769

HOCKS, MOSELLES, AND CHAMPAGNES.

The undersigned having been appointed Sole Agents of the well-known Firm

HENKELL & CO., MAINZ,

they always hold a Stock of their CELEBRATED and ABSOLUTELY PURE

HOCKS AND MOSELLES,

Niersteiner, Berncastler, Erdener Treppchen, Oestlicher, Marcobrunner, Josephshofer.

CHAMPAGNES, Henkell Trocken (Dry), Henkell Sekt Trocken (Extra Dry)

SIEMSEN & CO. 1461

Hongkong, 15th July, 1901.

ASK FOR FERGUSON'S

P. & O. SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland, devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF WHISKIES.

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Business Notices.

LAST DAYS - - - OF SALE.

WILLIAM POWELL, Ltd.

ON FRIDAY, 13th September, AND SATURDAY, 14th September.

SALE GOODS

HALF PRICE!

HALF PRICE!!

HALF PRICE!!!

LAST DAY—SATURDAY, 14th September.

R. G. HECKFORD, Manager.

GREEN ISLAND CEMENT CO., LD.

Portland Cement.

In casks of 375 lbs net \$5.50 per cask, ex Factory.

In bags of 250 lbs net \$3.30 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE-CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co., GENERAL MANAGERS. 2635

Cutler, Palmer & Co., LONDON.

(Two Shippers in China since 1817).

Have always Stocks of their well-known Brands with

Hongkong, 15th July, 1901. SIEMSEN & CO. 1462

W. BREWER & CO.,

PING PONG.—All our Registered Orders are acknowledged, and first orders will be delivered in full after present Stock is exhausted.

RECENT POPULAR NOVELS BY LEADING AUTHORS.

The Hosts of the Lord, by Florie

Annie Steel ... \$1.50

The Good Red Earth, by Eden Phillpotts ... \$1.50

Tess, by Louis Becke ... \$1.50

The Midnight Passenger, by R. H. Stoddard ... \$1.50

Savage ... \$1.50

Fraser's Widow, by M. E. Francis ... \$1.50

Auctions.

**ENGLISH SHIPPING RINGS AND
HIGH FREIGHTS.**

CURED HIS DYSENTERY.

Some people think Dysentery is incurable, but all they need is try Stearns' Wine and they find it will tone them up, strengthen their digestive organs. It has entirely cured me and will cure others. I only used bottles.

F. E. CHAPIN,
42, Cambridge

WATKINS'

CROWN
BRANDÆRATED
WATERS.

DELICIOUS IN FLAVOUR AND ABSOLUTELY PURE.

Sole Makers of CINCHONA TONIC and CLARADE.

WATKINS, LIMITED,

66, QUEEN'S ROAD CENTRAL.

THE WORD THAT REMAINED
UNSPOKEN.

The Lord Chancellor of England nearly swore on the night of the 1st August. That "big, big D" which Captain Curzon of the good ship *Pinefore* too hastily doctored had never crossed his lips, was on the tip of his tongue. It was a dramatic but fearful moment. The Archbishop of Canterbury to his left, Viscount Cross on his right, and Viscount Halifax and Lord Kinnaird in front of him, held their breath in pained and anxious suspense, fearful of the consequences should the harsh word fall on the startled ear, but not quite certain of what exactly those consequences would be. But the word was checked. The Lord Chancellor of England, by a superhuman effort of self-control—and, as it seemed to those who witnessed the inward struggle, of self-restraint—conquered the instinct of the natural man and repressed into the merest commonplace of virtuous respectability. It was the Earl of Rosebery who so nearly encompassed the fall of the Lord Chancellor of England, and the occasion was the further consideration of the Royal Declaration Bill. The owner of Dalmeny does not like the Royal Declaration Bill as it is at present framed, and he looked into the House of Lords the other day to inform their lordships of this fact. The lapse of a week has not brought about his recognition to the phraseology, and so he made, another of his late frequent but always interesting appearances, with a view to having the bill referred back to a Select Committee. It was the manner in which he recommended the adoption of this course which ruffled the temper of the Lord Chancellor, and led him so dangerously near to the edge of the verbal precipice. The bill is, with the exception of two modifications introduced by the Government themselves, the product of a small Committee of their lordships' House. The composition of the Committee and the character of their deliberations have been the subject of a good deal of criticism in the House itself. Lord Rosebery, with the taunt of Lord Tweedmouth still fresh in his recollection, now retaliated by a sarcastic reference to the committee's sensitiveness, and proceeded to criticise them still further. The period of their deliberations might be easily and readily computed in minutes. It was not for him to say how many, but rumour has it that they were just twenty in number. Then, as to the Committee's composition. "We have," he said, "a great body of theological

exports and experts in theological terminology in this House, and these, or at least some of them, would have been of the greatest use in the deliberations. Why were they excluded? he asked. "I don't know what was the reason of the extraordinary determination to exclude them; I was abroad at the time," he added, in a tone almost of self-reproach.

And so he passed to the Declaration itself. He was no believer in tests. They afforded no defence, and little protection, for orthodoxy. They bound the conscientious, whom they did not particularly care to bind; they did not bind the unconscientious, whom they did wish to bind. "Do you suppose,"—and he leaned over the table as he pointed his question directly at the Marquis of Salisbury—"Charles the Second would not have made this Declaration with a ready voice and with an easy conscience? And yet Charles the Second died in communion with the Church of Rome!" As the Earl conjured up this shocking possibility of deceit and dissimulation, he struck the despatch-box in front of him a blow with his open hand which rang through the Chamber, and started into animation a number of peers who had been lulled into somnolence by his sweet eloquence. The Lord Chancellor had awaited with ill-disguised impatience the opportunity of answering what he called "the screaming" of Lord Rosebery, and when it came it was evident that the Keeper of the Great Seal was in a spirit of combativeness bordering on truculence. "I am not in the least degree sensitive to the noble Earl's criticisms," he said defiantly. The Lord Chancellor was a member of the Committee which had been so roughly handled, and herein is the explanation of, and the excuse for, his warmth. "In the case, whatever we had done, we should have been open to his sarcasms," and then it was that the Lord Chancellor of England came so near to polluting the refined air of the Gilded Chamber. "But," he added, "I don't believe that any member of the Committee cares one—". The appropriate and effective conclusion of the sentence hung trembling on his lips. There was a pause, a dramatic pause, in which the missing word was mentally supplied by some of the younger members of the nobility. But the Guardian of the King's Conscience remembered in time all that was due to the dignity of his great position, and the expressive phrase remained unsaid. "No," he said, "I won't use a vulgar word. 'I will say, cares nothing at all for his criticisms.' It was a weak, an impotent conclusion; but the Lord Chancellor's dignity was saved, and the fair fame of the Chamber is still unshaken."

Hotels.

Peak Hotel.

CITY OFFICE.
7, DUNDRELL STREET.

HOTEL CRAIGIEBURN.

PUNNETT'S GAP, THE PEAK.

Near the Tram Terminus. Telephone 56.

For Terms.

Apply to the MANAGER. 741

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden it is an ideal place of residence. The building stands on an eminence, giving a magnificent view of the harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong. Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNS, Proprietors.

Hongkong, September 6, 1900. 1650

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and

Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

Hongkong, December 18, 1900. 2639

NEW VICTORIA HOTEL.

ROTISSERIE.

Meats & la Carte.

(CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.)

Monthly Table at Moderate Rates.

Madar & Farmer.

Proprietors.

Hongkong, May 1, 1899. 1787

Pelham House,

FAMILY HOTEL.

WYNDHAM STREET.

M. MOORE.

Proprietress.

ASK FOR
LEVER WATCHES
and CHRONOGRAPHS.

Best Value, compatible with Good Workmanship.

All Watches Guaranteed.

TRADE MARKS:

BERNA, MAXIM.

Watches and Clocks repaired by Competent EUROPEAN EXPERTS.

DROZ & CO.,

No. 10, Queen's Road Central.

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JAPAN



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THE MITSUI BUSSAN KAISHA
(Or MITSUI & CO.)

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Telegraphic Address for all the Office: "MITSUI."

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CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miki, Tagawa, Yamano, and Ida Coal Mines. SOLE AGENTS for Fukuma, Hokoku, Ichimura, Kawada, Kishima, Mamoura, Onoura, Otsuji, Tahimiyama, Tsubakura, Yoshinotani, Yoshio, Yumokibara, and other Coal Mines.

N. INUZUKA, Manager.

Hongkong, August 1, 1901.

UNTOUCHED BY HAND.

MELLIN'S
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

HOLLOWAY'S
OINTMENT

Is an unfailing Cure

For Old Wounds,

Sores, Piles,

Fistulas, Bad Legs,

Bad Breasts,

AND

EVERY FORM OF SKIN DISEASE.

Manufactured only at

78, New Oxford Street, London. Sold by all Medicine Dealers.

E1

OAKLEY'S
KNIFE POLISH

BEST FOR CLEANING AND POLISHING

CUTLERY - 3/6, 6/11, 4/6 & 4/

KNIFE BOARDS

PREVENT FRICTION IN CLEANING

& INJURY TO THE KNIVES

JOHN OAKLEY & SONS

BLACK LEAD MILLS LONDON

JOHN OAKLEY & SONS, LIMITED, "WELINGTON" MILLS, LONDON. E7

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach,

Headache, Heartburn, Indigestion, Sour Eructations,

Bilious Affections.

DINNEFORD'S
MAGNESIA

Sold Throughout the World.

N.B.—ASK FOR DINNEFORD'S MAGNESIA.

The Physician's Cure for Gout, Rheumatic Gout and Gravel; the safest and most gentle Medicine for Infants, Children, Delicate Females, and the Sick-ness of Pregnancy.

ESTABLISHED 1860.
TELEPHONE No. 256.**A CHEE & CO**

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17a Queen's Road.

IMPORTERS of

**European
Goods of
All Kinds**

DRAWING-ROOM,

DINING-ROOM,

and BEDROOM

FURNITURE.

SILVERPLATED,

GLASS and

CHINA WARES.

COOKING RANGES,

KITCHEN UTENSILS,

and HOUSEHOLD

REQUISITES.

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Every Description.

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and CHEMICALS.

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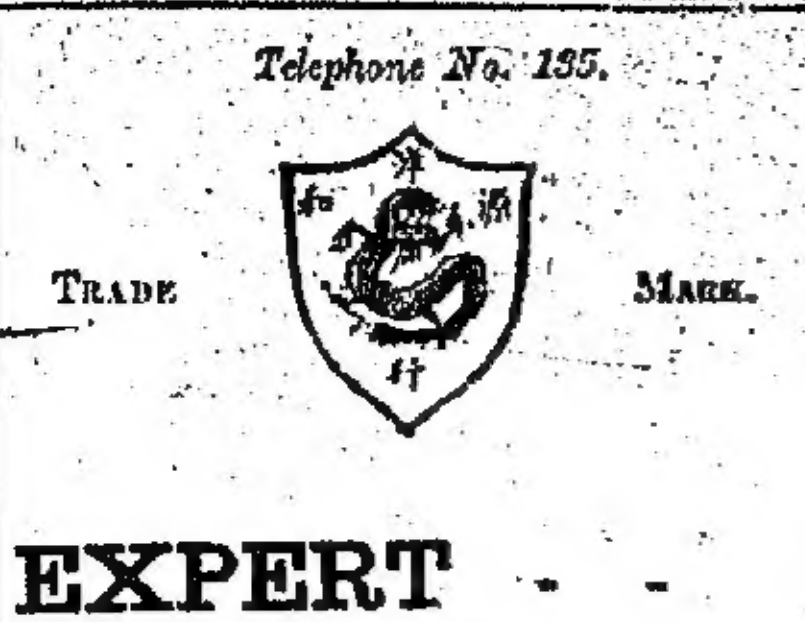
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Printing Undertaken**A CHEE & CO**

17a Queen's Road

CENTRAL

A Few Doors East of Hongkong Hotel.

**EXPERT
KNOWLEDGE,
PERSONAL
SUPERVISION**And a continuous suc-
cessful career of many years
is our guarantee that we
are in the best position on
the market to supply**HONEST LIQUORS****HONEST PRICES.****H. PRICE & CO.,**
WINE AND SPIRIT MERCHANTS.
12, Queen's Road.**MEMOS. FOR TO-MORROW.**Miscellaneous.
Goods per *Bonny* undelivered after
this date subject to rent.

Meeting.

8.30 p.m.—Meeting of Lodge St. John.

General Memoranda.SATURDAY, September 14.—
11 a.m.—Auction of Stores at Central
Police Station.MONDAY, September 16.—
Goods per *Mayne* not cleared at Noon
subject to rent.Goods per *Natal* undelivered before
Noon, subject to rent.3 p.m.—Auction of Crown Land situated
at Hungshui.

9 p.m.—Meeting of Perseverance Lodge.

TUESDAY, September 17.—
Goods per *Rodnor* undelivered after
this date subject to rent.MONDAY, September 23.—
2 p.m.—Special Sale of Clothing at
Italian Convent.MONDAY, September 30.—
12.15 p.m.—Meeting of Shareholders
of the Great Eastern and Caledonian Gold
Mining Co., Ltd., at the Office of the
Company, No. 14, Des Vaux Road.**A. S. WATSON & CO.,
LIMITED.****WINE MERCHANTS.****WATSON'S**

Celebrated

E**BLEND.****VERY OLD LIQUEUR****SCOTCH****WHISKY.**

Pronounced by Connoisseurs to be the

BEST BRAND in the FAR EAST.

Per Dozen \$15.00.

A. S. WATSON & Co., Limited.**THE HONGKONG DISPENSARY.**

12, Queen's Road.

BIRTH.
At Queen's Road, on the 12th Septem-
ber, the wife of JOHN BLAKE, A.S. Corps,
of a Daughter.
The publication of this item commenced
at 5.20 p.m.**The China Mail.**

HONGKONG, THURSDAY, SEPTEMBER 12, 1901.

LOCAL AND GENERAL.Notes by the Way.
The French Mail of the 10th August
was delivered in London on the 11th inst.The German Mail of the 9th August
was delivered in London on the 10th inst.Parcel Mails for Europe, etc., per A.S.
Paramatta will close at 3 p.m. on Friday,
the 13th inst.During the past twenty-four hours
there was one death from plague in the
Colony.A local firm advertises a typewriter for
English, German, French and Spanish.
What the public wants is a typewriter that
can spell correctly.A good story comes from Tipperary.
A man was found guilty of murdering an-
other by hitting him on the head with a
blackhop. Asked by the judge if he
had anything to say why sentence of death
should not be passed upon him, he answered,
"Well, my lord, all I say is, a man with
such a thin skull as that had no business at
Tipperary Fair."**A Stranger who Took Them In.**Another of those human sharks, mas-
querading in stylish attire and passing him-
self off as a man of good position, has just
been working on the simple credulity of
some respectable people in the Colony.
Representing himself as the engineer man-
ager of mines in Corea, and giving out that
he was staying at the Hongkong Hotel, he
chatted freely with his victims, and in an
off-hand sort of manner, expressed the
wish to borrow \$100. He succeeded in
duping the manager of the French Bank,
and also in doing a Chinaman out of a pair
of gold sleeve links. Other respectable
people have been taken in by the stranger,
and they are now requested to communicate
with the police. Sergeant Munro, of the
detective staff, effected the arrest of an in-
dividual answering a description supplied to
the police of the human shark. He was
found in the Metropole Hotel last night
enjoying a quiet night-op, and was request-
ed by the Sergeant to accompany him to the
Central as quietly as possible. The man
is now safely lodged in goal, pending
the framing of an indictment includ-
ing as many of the charges as it
is possible to get. The man's name
is given as H. Ramsey, and we hear
that he is well known about the coast ports.
If he is the individual wanted, he took a
room at the Hongkong Hotel, but never
obtained or occupied it.**British Officers in Changsha.**The following letter (says the N.C.
Daily News) has been received from a
native correspondent at Changsha, the
provincial capital of Hunan:—"At about 8
o'clock on the evening of the 27th August,
just about the time of the shutting of the
city gates, it was reported to the Governor,
the notoriously conservative Yu Lien-shan,
that a small British gunboat had arrived
near the bund, outside the Westgate, and
that the British officers on board had stat-
ed their desire to enter the city that same
night. As it is the fashion now-a-days for
the high provincial authorities throughout
the country to show cordial welcome for
obvious reasons to all foreigners who may
call on them, the Governor and all those
under him at once went out of the city to
meet the British officers, who received a
salute of several volleys from a battalion of
troops that came as escort to the Governor.
To this the British gunboat returned a
salute of eleven guns. The British officers
then informed Tsai Mu, expectant Taoist
and commissioner of the Hunan Bureau of
Foreign Affairs, that they would call upon
the city authorities, when the former
had entered Changsha, whereupon Tsai
Taoist at once invited the visitors to
take up their quarters at his Bureau.
Green and blue official sedan-chairs were
then provided to carry the guests into the
city and upon arrival at the Bureau of For-
eign Affairs Tsai Mu was informed that his
visitors desired to see the Governor next
day on important business. On the morn-
ing of the next day at about 10 o'clock they
were received by Governor YU Lien-shan, in
his yamen, after which the three Principal
Military Officers of Changsha invited the
British officers to an entertainment and
also personally accompanied the latter to
visit various points of interest outside
Changsha, celebrated in Chinese history
and song. The day concluded with a pa-
rade of the local troops of all arms before
the visitors.Extensive use of
Stearns' Wine of Cod Liver Oil
in all civilized countries has proved it to
be meritorious in the highest degree. It
has produced remarkable results where
other so-called tonics and reconstructors
have entirely failed. Sold by all Chemists;
wholesale from A. S. Watson & Co., Ltd.,
Hongkong.**LOCAL AND GENERAL.****The Russian Fleet.**The *Jiji* learns that the Russian men-
of-war *Hosia*, *Schastopol*, *Pollara*, *Petrogra-*
orsk, *Narvinsk*, *Grimboi*, *Admiral Nachim-*
off, and two or three others assembled at
Vladivostok during the latter half of last
month. The same paper further learns that
those vessels will remain at the northern
ports as long as the harbour is free from ice.**A Patent Propeller.**A new propeller designed by Mr. T.
W. Paterson, Manager of the Victoria and
Sydney Railway, is being tried on the
Company's steamer *Freya*. The object of
the new propeller is to throw off the dead
water which it is believed is carried by the
ordinarily designed propeller. A new
curvo is given the wheel designed by Mr.
Paterson to throw off the water on each
revolution instead of carrying it round.**Interesting Statistics.**Statistics have recently been collected
of the height of 10,000 English boys and
men. At the age of seventeen these aver-
aged 5 feet 8 inches; at the age of twenty-
two, 5 feet 9 inches. At seventeen, they
weighed 10 stone 2 pounds; at twenty-two,
10 stone 13 pounds. No nation is increasing
in height and weight so rapidly as the
British. In fifty years the average has
gone up for the whole nation from 5 feet 7 1/2
inches to 5 feet 8 1/2 inches. The average
height of the British upper classes at thirty-
years of age is 5 feet 8 1/2 inches, of the farm
labourer 5 feet 7 1/2 inches. The criminal
class brings down the average, as their
height is but 5 feet 5 1/2 inches.**Conviction Quashed.**Woo Kee, contractor of No. 26, Coch-
rane Street, was recently tried and con-
victed of putting rubble between the bricks
forming the walls of a house he is building,
and was \$200. Owing to a recent decision
of His Worship in another case, where the
defendant was charged by Mr. Crisp, Inspec-
tor of Buildings, with a like offence and
acquitted, Woo Kee, through Mr. Crisp,
applied for a rehearing, and the case came
up yesterday afternoon. Mr. Kemp decid-
ed, on a point of law, as to a contractor's
liability, and held that a contractor who had
not signed a notice of intention to carry out
alterations was not liable. The summons
was accordingly dismissed, and the fine of
\$200 refunded.**The Mysterious Stabbing Affair.**A charge of attempted murder has
been preferred against the Filipino musician
who, it is alleged, stabbed a young Spanish
woman in her room at College Gardens on
Monday morning. He has been remanded
pending the recovery of the lady, who is in
Hospital. She is, we hear, recovering
satisfactorily. The prisoner appeared be-
fore Mr. Kemp, to-day, and was remanded
till Wednesday next. Prisoner's name is
Viguel Hilario Roxas. He is 32 years of
age, a native of Manila, and a musician
residing at 43a Queen's Road East. He is
charged by Chief Detective Inspector Han-
son with having, on 9th September,
wounded Maria Mourad de Zarya with
intent to murder her.**The Franco-Turkish Difficulty.**The Franco-Turkish deadlock goes as
follows:—The concession of the Constan-
tinople quays was granted to M. Granet,
Postmaster-General in the Freycinet-Con-
stantin Ministry at Paris. According to the
terms of the concession, it was stipulated
that the Turkish Government should have
the right of purchasing the concession after
the lapse of ten years. The time elapsed
early in July, but the Turkish Government
had been at loggerheads with the French
Ambassador as to the price and conditions
of the purchase of the quays from the con-
cessionaires. The result is the recall of
Ambassadors, and the breaking off of
diplomatic relations between France and
Turkey.**Resignation of Rev. G. J. Williams.**We regret to hear that the Rev. G. J.
Williams, who has been pastor of the
Union Church for nearly eight years, has
been compelled, through ill health, to place
his resignation in the hands of the Church
Committee. This is neither the time nor
the place to refer to Mr. Williams' work
since he came to the Colony, but we believe
we are expressing the feeling of a very large
section of the community when we say that
regret will be general over the approaching
departure of Mr. and Mrs. Williams, who have
so intimately identified themselves with every
good movement in the Colony. As it is Mr.
Williams' desire to be relieved from duty
as early as possible, a sub-committee will
confer with him to arrange steps for
securing a successor, and the seatholders of
the Church will be called together at an
early date to consider the whole matter.**A CERTAIN CURE FOR DYSENTERY
AND DIARRHOEA.**"SOME years ago I was one of a party
that intended making a long journey
trip," says F. L. Taylor, of New Albany,
Bradford Co., Pa., U.S.A. "I was taken
suddenly with dysentery, and about to give
up the trip, when editor Ward, of the
Laceyville Messenger, suggested that I take
a dose of Chamberlain's Colic, Cholera and
Diarrhoea Remedy. I purchased a bottle
and took two doses, and before starting and
one on the route. I made the trip suc-
cessfully and never felt any ill effect. Again
last summer I was almost completely run
down with an attack of dysentery. I
bought a bottle of this same remedy, and
this time one dose cured me." Sold by
All Dealers. WATSON, Ltd., General
Agents.**TELEGRAMS.**

[REUTERS' SERVICE.]

PRESIDENT MCKINLEY.LONDON, 10th September, 1901.
This evening's bulletin states that Pres-
ident McKinley's condition continues
favourable.**THE COMMAND IN NATAL.**General Lytton assumes command of
the troops in Natal.**THE CHINA SQUADRON.**Rear-Admiral Henry Tremerehore Gran-
fell, C.M.G., succeeds Rear-Admiral Sir
James Andrew T. Bruce, K.C.M.G., as
second-in-command on the China Station.**PRESIDENT MCKINLEY.**LATER.
President McKinley's condition continues
eminently satisfactory. Unless compli-
cations develop, a rapid convalescence is
expected.**THE CHARGE AGAINST
KRAUSE.**On the re-appearance of Krause at Bow
Street, the Treasury announced a fresh
charge of incitement to murder. The pri-
soner was remanded pending the arrival of
the necessary papers.**CRICKET.**

A.O.C. v. 25TH CO., S.D., R.G.A.

Played on the Military Cricket Ground,
Happy Valley, on Tuesday, 10th inst., re-
sulting in a victory for the A.O.C. by 4
runs. For the winners, Lillywhite was top
scorer with 19, while for the losers
Stewart contributed a useful 11. The fea-
ture of the match was undoubtedly the fine
bowling of Turner, who claimed 7 wickets
for 11 runs. Scores:—

| | |
|--------------------------------|----|
| A.O.C. | |
| Lillywhite, b. Alday | 19 |
| Turner, c. Stewart, b. Alday | 15 |
| Butter, c. Gore, b. Alday | 9 |
| Leachbrook, c. Gore, b. Alday | 2 |
| Slougher, b. Gore | 3 |
| Burgess, c. Smith, b. Gore | 2 |
| Shallis, c. Tuckwell, b. Gore | 1 |
| Barley, not out | 0 |
| Langley, c. Tuckwell, b. Alday | 0 |
| Twynnam, b. Gore | 0 |
| Extras | 2 |
| Total | 38 |

25TH CO., S.D., R.G.A.

| | |
|-----------------------------------|----|
| Smith, b. Turner | 0 |
| Stewart, c. Butler, b. Turner | 11 |
| Tuckwell, b. Turner | 9 |
| Canavan, c. Lillywhite, b. Turner | 2 |
| Griffith, c. Butler, b. Turner | 0 |
| Jones, c. Shallis, b. Turner | 8 |
| Gore, b. Turner | 9 |
| Alday, c. Turner, b. Butler | 5 |
| Cox, not out | 7 |
| Dansie, b. Turner | 0 |
| Extras | 7 |
| Total | 54 |

**NEWS FROM THE CHINESE
CAPITAL.**

Peking, August 30.

The Signing of the Protocol.One of the three edicts required by the
Foreign Ministers arrived on the 27th inst.
It was the one relating to the prohibition
of arms and machinery for making arms
during a period of two years. The Minis-
ters met the next morning, and after con-
siderable discussion decided to accept it
without asking for a substitute. At the
same time they did not exactly approve the
reading of the first part of the edict, which
gave as the reason for issuing such an or-
der, the purchase of firearms by mer-
chants at the ports to sell surreptitiously
to local bandits. The Ministers decided
to append to the Protocol only the order
without the prelude. It seemed to them
that it was useless to cause delay by reject-
ing the edict and telegraphing to the Court
to issue another in its place. Such action
might delay the signing of the Protocol an-
other week, which would not be pleasing
to some, especially to Mr. Rockhill, who is
anxious to leave.Still it is forgotten that the part of the
edict accepted and recognised is not the ed-
ict issued, but the edict published
throughout the whole Empire. The people
of China know of one edict actually pub-
lished, and the Foreign Ministers know
of something they call an edict, but which, as
such, has never been issued or published.
This is a method of 'saving the face' of
China without sufficient equivalent.**THE DOUBLE CAPITAL.**The management of the question of
separating capital has, all through the nego-
tiations, been hardly up to the standard of
the past. Heretofore, when certain edicts
have been demanded, the precise form has
been pretty well determined beforehand
between the Ministers and the Tsungli
Yamen. Now, with the Court at a dis-
tance, this previous understanding is diffi-
cult. Hence the Throne issues an edict
according to its own will, and if hard-
pressed, issues another one later on, to
please the Foreign Ministers. In some
cases the first one has been published, and
the latter one has merely been handed to
the Ministers.**POSTING THE 'TIMES.'**The Ministers agreed not to give out the
Protocol until signed, but Dr. Morrison, as
'Times' correspondent, telegraphed the
larger part of it over ten days ago.**ASTUTE.**are still roaming over the country, some-
times coming near to the city gates. A
few days ago a band of nearly thirty were
captured by the soldiers under General
Chiang at the western hills, and have been
or are to be beheaded.—N.C. Daily News
Cor.**LONDON LETTER**(From Our Own Correspondent.)
London, August 9.Once again the British Court is
plunged into the deepest mourning.
Coloured ribbons and ornaments will be
permitted after August 23, and on
September 19 the Court will return to the
half-mourning for the late Queen.
All the virulent hostility of an influen-
tial section of German politicians to the
late Empress-Queen has been hush-
ed in the memory of her painful
illness borne with such magni-
ficent fortitude. 'Lerne zu leiden ohne
klage' (Learn to suffer without com-
plaining) was the motto of her husband,
and she made it her own. Called at the
age of seventeen to sustain a most
difficult part as wife of a Crown Prince,
often in opposition to the King his
father, she had all her difficulties intensi-
fied a hundredfold by her constant
resolution to impress the mark of her
own clear intellect and lofty purpose on
the political life of her adopted country.
Britons are apt to resent the manner in
which her attempts to join in the strife
of statecraft were resented and rebuff-
ed, but Prussia itself in those days was
young and sensitive. The lust of Em-
pire was strong, and the opposition of
the Crown Prince to Bismarck's policy
was rightly or wrongly attributed to this
talented wife. We should remember
how bitter would have been the protests
in England if our present King had
associated himself in those days with the
Liberal party and Queen Alexandra as
Princess of Wales had given rise to
suspicion of Danish influences behind
the throne. In the strife of parties,
wounds would have been given that
would have brought as much
regret as is now shown by even
the *Kreuz Zeitung* when recall-
ing the victory of Bismarck over the late
Emperor and Time's revenge upon him
when 'the pilot was dropped' in 1890.
No German royalty was ever so popular
outside Germany, France and Denmark
mourn in her a valued friend, and Lib-
eral sentiment even in Austria-Hungary
feels the loss of a deep sympathiser.The press comments in those countries
all express the prevalent idea that under
her influence the career of the Emperor
Frederick might have been the dawn
of an era of progress and enlightenment,
had stern death not intervened.
The death of Mr. W. W. B. Beach,
by which his cousin the Chancellor of
the Exchequer succeeded to the title of
Father of the House, calls attention,
again to the disgraceful condition of
London streets. There are so many
authorities and Companies having at
times the right to trench the roadway
for this or that purpose that the inquest
is adjourned for a month before the
responsibility for Mr. Beach's death can
be duly allotted among the possible
parties, the Westminster City Council,
the New River Water Company and the
cabman himself. Two eye-witnesses
have differed already, daily contradict-
ing each other even as to the place
where the accident occurred.Mr. Somers Clarke, architect to the
Dean and Chapter, has furnished the
Times with an elaborate account of the
condition of St. Paul's Cathedral.
When Sir Christopher Wren erected the
great edifice, he found the substratum
so sandy and unreliable that he covered
it with pot-garth that moisture might
consolidate it. The enormous weight of
the dome rests on eight piers all of
which have settled, breaking arches and
windows above them. The great west-
ern towers are sinking, cracking, the
west front, and the north and south
transepts are inclining as if to fall out-
wards from the main fabric. Alto-
gether, Mr. Clarke's report is not
inspiring reading, and he goes on to
note the effect of the Central London
Railway Tube to the North and the
Waterloo and City Tube to the South,
and a leech-like sewer that carries away
much of the needed moisture away down
Godliman Street to the South. It is
almost impossible for the man in the
street, looking up to the massive mag-
nificence, to conceive the idea of
possible danger to St. Paul's in its
third century any more than to calculate
on the collapse of the Pyramids, and it
may be that the man in the street is
ultimately right. Every great building
in the world shows these distortions in
many places. A building has first to
be erected, and then to find itself
like Kipling's ship, but if honestly con-
structed, the cracks and bends are really
a process of settling into permanent
strength. At any rate, it is an advantage
to have attention directed to probable
or even possible risks that precautions
may be taken and the mole-like burrowings checked in time, that our descend-
ants in the twenty-second century may
not find their city toppling around them
like the towns in the salt district, and
preparing the scene for the fulfilment of
Macaulay's famous prophecy of the
New Zealander who is to, 'in the midst
of a vast solitude, take his stand on a
broken arch of London Bridge to sketch
the ruin of St. Paul's.'Next year's coronation procession
may abandon the historic route by the
Strand and past Temple Bar, the spot
where for many generations the Lord
Mayor has been privileged to meet the
Sovereign at the confines of the City.
Fleet Street is so narrow that it will be
an advantage if the authorities prefer
the Holborn entrance to the City.
Processions will probably pass along on
two successive days, taking, on the
second day, a much elongated course,
and visiting both sides of the Thames.
No announcement has yet been made,
and none may be expected for months
yet.The Rev. Charles Wenyon, M.D.,
who so long conducted the admirable
Wesleyan Mission Hospital in Fatsien,
has been appointed pastor of the his-
toric Wesley's Chapel in the City Road,
where is the tomb of the founder of
Methodism, opposite the gates of Bun-
hill Fields, the last resting place of
Defoe, Bunyan, Watts and many other
worthies.**QUARANTINE AT SAIGON.**Moses Lanké and Rogge write to us
as follows, under this date:—
Messrs. Wm. G. Hale and Co. advise
us that quarantine is reduced to one day's
observation on vessels arriving from Hong-
kong; passengers prohibited.**A TELEGRAPHIC UTOPIA.**Sir J. Wolfe-Barry's Prediction.
Among the happier announcements made
by Sir John Wolfe-Barry at the recent
meeting of the Eastern Telegraph Co. was
one that sounded a shade too good to be
true. It was to the effect that it will
shortly be possible to telegraph from home
to the Far East at the cost of a penny a
word. The Utopian visions of possibilities
in the way of new despatches that this
cast on the brain screens of British Editors
in the East (says the *Strait Times*) were
quickly dispelled by a further perusal of
the report of the meeting, which showed
that the proposed revolution in rates is to
be conducted on a plan that is not intended
to benefit newspapers; though it may do
so after a fashion by enabling them to dis-
pense with Reuters' Agency. As a matter
of fact, it is not proposed to lower the
rates per word actually despatched over the
wires, but by the introduction of a public
code system, to afford facilities for reducing
the number of words required so materially
that the cost per word sent will work out
at the nimble penny. Special code books
relative to domestic and private occurrences
and requirements are now being completed
with great care. They contain phrases
bearing on almost every conceivable require-
ment, and copies will be kept by all the
leading post-offices of the Kingdom. Com-
mercial firms which have for the most part
private codes, which reduce the cost in
some cases to a half-penny a word, will
not be so much affected by the innovation,
nor, as we have stated, will the press
benefit greatly, but to private persons the
new plan ought to prove a boon, if it be
practicable. From a practical standpoint,
however, we do not believe that any code
will be invented which will make one word
convey the sense of fifty, and at the same
time be adaptable for the requirements of
the public at large. That is what a penny
service would mean. At the same time,
the publication of further details will prob-
ably give a fillip to the long-advocated
Imperial cable which is to unite the
Empire by a cable. British State-owned
throughout. The Ottawa Board of
Trade is the 'States' public body to
agitate on the subject, and it is said
that the communication has been
favourably received at the Colonial Office.
Favourable reception at the Colonial Office,
as we all happen to know, does not invariably
mean very much. In regard to this latter
scheme, and Imperial cable generally, the
following appeared in the *Daily Telegraph*
of Aug. 9:—On behalf of the Parliamentary Commit-
tee on Ocean Telegraphy, Sir Edward
Sassoon had an interview with the Colonial
Secretary, for the purpose of urging that
the Cape to Australia cable, which might
contain a clause giving the State power to
purchase the undertaking after the lapse of
a certain period. Such a provision is con-
sidered the more desirable because this line
is a purely private enterprise, and it is com-
plicated with the Imperial cable which is about to
be laid across the Pacific. Mr. Chamber-
lain is understood to have expressed him-
self as favourable to the principle of the
purchase clause. He also sympathised
with the suggested establishment of a
branch from the Cape-Australia cable, to
connect Cocos Island with Ceilon, thus
affording an 'all British' route to India,
and avoiding many of the risks which beset
the existing cable service to England.**CAME NEAR BEING A CRIPPLE.**JOSH Wrenshaw, of Llangorau, Ind.,
U.S.A., is a poor man of 60, but he says he
would not be without Chamberlain's Pain-
Balm if it cost five dollars a bottle. He
saved him from being a cripple. No ex-
ternal application is equal to this liniment
for stiff and swollen joints, contracted
muscles, stiff necks, sprains and rheumatic
injuries of all kinds. It has also cured
for sale by All Dealers. WATSON, Ltd.,
General Agents.

RECREATION NOTES.

The speedy snipe is now among us, and our sporting friends are coming back from the mainland with the most glowing tales of mighty ducks and a considerable amount of colour about the tips of their noses, which colour they attribute to sun, though I could tell the brand if I were not afraid of offending some of your numerous advertisers of palatable liquors. For the tinny hour chat, I quote the following yarn:—An Englishman and his wife were on a boat on the lake. The Englishman was known as a tank. By way of relieving the dulness of their existence, several young tea-platters got up a duck-shooting party. One of their number was a greenhorn from England. Him they left in a punt on a small tank with a gun, and directions to shoot any ducks that flew over. They laughed as they walked off, for not a duck was likely to be seen within miles. The newcomer took the tank very well when they told him about it. At supper that night he suddenly pulled a cartridge out of his pocket, with the remark that he 'thought he had put them all away.' Someone, of course, picked it up and cut it open. 'By Jove! what a lot of shot!' said the greenhorn, in amazement. 'How many are there?' 'None, none, so the youngster suggested a punt on the subject. They all agreed and five pounds a head was the amount put in, the whole to go to the nearest gaffer. Each one wrote his guess, and when the shot was counted, it was found the new man's number was absolutely correct. He predicted the money—£40 in all—and casually inquired: 'What do you fellows think I was doing in that blessed punt all the afternoon?'

I hear that pony breeding is to be tried in Hongkong, and that there is a proposal to hold a horse show. I also hear that the moon is made of green cheese.

On Saturday next, the Oxford and Cambridge athletes compete against Toronto and McGill Universities at Montreal. They then go to New York, where they compete against Harvard and Yale Universities on the 28th inst. The Harvard men were busy at training a month ago, a farm having been set aside for them as training quarters by Mr. H. M. Whitney. As there are some first-class men on both sides, there should be some rough work.

Sir Thomas Lipton has invited the Oxford-Cambridge team to witness the great international yacht race from the *Erin*. The athletes sail from England for Boston, on the *Commanche*, on the 15th August. After a day's stay in the 'Hub', they were to go right on to Montreal.

Preparations for football are being made, and from the activity shown in football circles there is every prospect of a good season. The Six-sided Competition of the Hongkong Football Club is being arranged for, and is likely to be commenced on or about 22nd inst. Personally I think six-sided football about the worst possible preparation for eleven-sided football, and I know other football players hold the same opinion. But the object of this preliminary competition is to get the members of the Football Club to turn up, and to enable the Committee to judge what material they have for the approaching season. I hope the Club will have a very prosperous season.

Speaking about cricket, local players will be pleased to notice from the names already published that the Straits are sending up a very strong team. Some of the players are personally well known here, but the majority are not, except by reputation. R. M. Mackenzie, who bowled so successfully at the last cricket carnival comes up, and unless he has gone off he will make the Hongkong and Shanghai team. He may be remembered as the highest individual score of the meeting, 160 runs. It is to be regretted that A. B. Hubbard, Vossler and R. T. Reid are not coming up. The latter is one of the best all-round men in the Far East.

The following announcement explains why Hubbard is not for Hongkong:—Mr. A. B. Hubbard and Miss Youles are to be married in Kuala Lumpur on October 28.

One evening recently the members of a certain country cricket club met to elect a captain for the forthcoming season. Of the dozen youngsters present fully one-half were candidates for the vacant post. One after another rose and stated his claims and qualifications, and the matter was still in doubt when the last of the half-dozen rose to his feet. He was the son of the owner of the cricket-field, and his speech, if brief, was very much to the point. 'Chaps,' he remarked, 'I'm going to be captain, or feyther's a-going to turn his bull into the field! He was elected unanimously.

In the cricket match reported to-day, the following line-up will be noticed:—
Slaughter, 6 Goals. 3
It would have been poetical justice had we read further down:
Goals, 6 Slaughter.

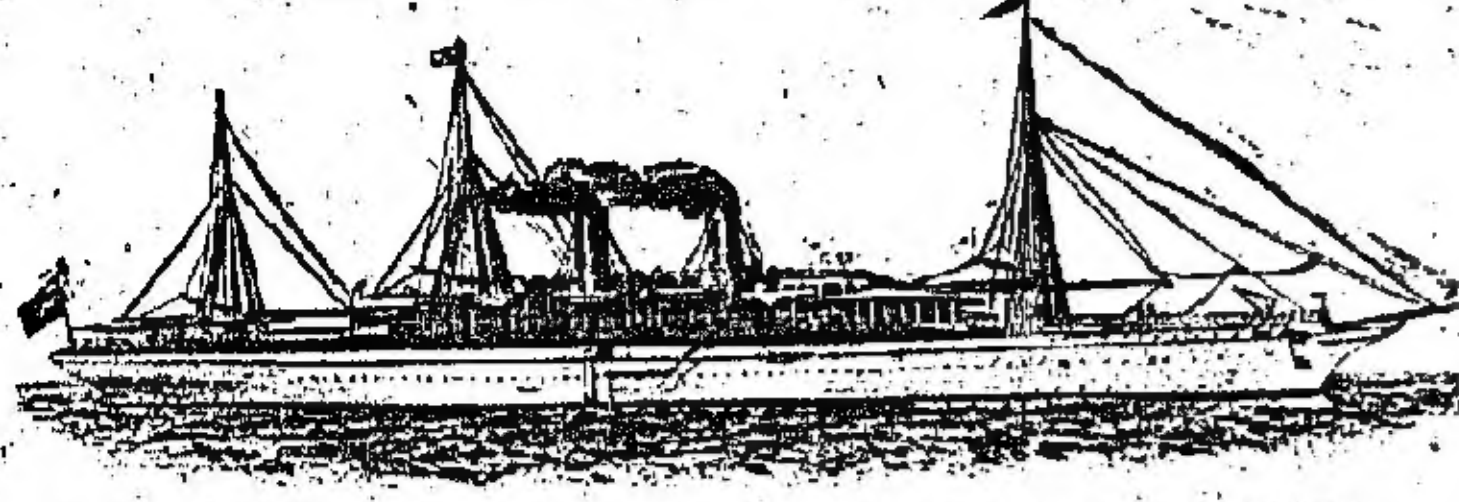
It must have been a sanguinary match. I expect Tommy Atkins would have had another word to say on a positive guarantee. We will cheerfully refund anyone's money who, after using Stearns' Wine of Cod Liver Oil, is not benefited by it. All chemists have instructions from us to offer these patrons this guarantee. We are sure this remedy will do all we claim for it, and having one guarantee, there is no risk to run. At all chemists and Wholesale from A. S. Watson & Co., Ltd., Hongkong.

The following was the English country cricket record down to 24th August:—

| Yorkshire | 28 | 20 | 1 | 7 | 10 | 0047 |
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| Gloucestershire | 27 | 11 | 5 | 11 | 0 | 0050 |
| Nottinghamshire | 27 | 11 | 5 | 11 | 0 | 0050 |
| Warwickshire | 27 | 11 | 5 | 11 | 0 | 0050 |
| Surrey | 27 | 11 | 5 | 11 | 0 | 0050 |
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THE CHINA MAIL.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Callings SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.,
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 19 knots.
Saving 3 to 7 Days across the Pacific.
Proposed sailings from HONGKONG.

EMPEROR OF JAPAN, Comdr. H. P. TREN, R.N.R., WEDNESDAY, 25th Sept. 1901
EMPEROR OF CHINA, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 23rd Oct. 1901
* TARTAR 485 Tons, Comdr. B. BETHAN, R.N.R., WEDNESDAY, 9th Nov. 1901
* EMPRESS OF INDIA, Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 20th Nov. 1901
* ATHENIAN, 3882 Tons, Comdr. H. MOWAT, WEDNESDAY, 4th Dec. 1901

The magnificent TWIN-SCREW STEAMSHIPS of this line pass through the famous
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO
VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the
Trans-Pacific journey, and make connection at Vancouver with the
PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which
leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal,
Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which
passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
The attractive features of this Company's route include its PALATIAL
STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS
TRANS-CONTINENTAL TRAINS (the Company having received the highest award
for same in recent Chicago World Exhibition), and the diversity of MAGNIFICENT
MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and
operated by the Company, and their appointments and Cuisine are unexcelled.

Special Extra Service.

The Company's Extra Steamships 'ATHENIAN' and 'TARTAR' have now been
placed on the line between CHINA AND JAPAN PORTS AND VANCOUVER, as
additional sailings.
In addition to the excellent First Saloon Passenger accommodation on the Pacific,
'ATHENIAN' takes 2nd Cabin Passengers with accommodation unequalled on the Pacific,
and also Steerage. The 'TARTAR' takes First-Class and Steerage Passengers only.
The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.
For further information, Maps, Guides, Brokers, Values of Freight and Passage
apply to
D. E. BROWN, General Agent,
HONGKONG, September 10, 1901.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZET PORT SAID,
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHERN PORTS TO LAND PASSENGERS AND LOGGERS.
N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

| Steamers | Sailing Dates |
|--------------------------------|----------------------------|
| PRINZ HEINRICH | WEDNESDAY, 18th September. |
| PRUSSIAN | WEDNESDAY, 2nd October. |
| HAMBURG (HAMBURG-AMERIKA LINE) | WEDNESDAY, 16th October. |
| SACHSEN | WEDNESDAY, 30th October. |
| NAPLES (HAMBURG-AMERIKA LINE) | WEDNESDAY, 13th November. |
| BAVARIEN | WEDNESDAY, 27th November. |
| STUTTGART | WEDNESDAY, 11th December. |
| KONIG ALBERT | WEDNESDAY, 25th December. |
| PRINZESS LILIENTHAL | WEDNESDAY, 8th Jan. 1902. |
| PRINZ HEINRICH | WEDNESDAY, 22nd January. |
| PRUSSIAN | WEDNESDAY, 5th February. |
| HAMBURG (HAMBURG-AMERIKA LINE) | WEDNESDAY, 19th February. |
| SACHSEN | WEDNESDAY, 5th March. |

ON WEDNESDAY, the 18th day of September, 1901, at Noon, the Steamship
PRINZ HEINRICH, of the Norddeutscher Lloyd, Captain R. HENSTGE, with
MAILS, PASSENGERS, SPECIE, AND CARGO, will leave this Port as above.
Calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on Monday, the 16th September, Cargo
and Specie will be received on Board until 5 p.m. on Tuesday, the 17th Sept., and
Parcels will be received at the Agency's Office until Noon on Tuesday, the 17th Sept.
Contents of Packages are required. No Parcel Receipts will be signed for less than
\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

Norddeutscher Lloyd.

Melchers & Co., Agents.

CHINA NAVIGATION CO.,
LIMITED.

| FOR | STEAMERS | TO SAIL |
|----------|----------|-----------------|
| SHANGHAI | WUHSUNG | 16th September. |
| MANILA | SUNSHANG | 16th September. |
| YOKOHAMA | KAIKONG | 14th September. |
| TIENSIN | CHINCHOW | 15th September. |
| SHANGHAI | WUHSUNG | 22th September. |
| | WUHSUNG | 20th September. |

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. A duly qualified
Surgeon is carried.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, September 12, 1901.

HAMBURG-AMERIKA LINE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, LARSEN, COPENHAGEN, PORTS in the
LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| FOR HAVRE, BREMEN AND HAMBURG. | | CALLING AT SINGAPORE AND PENANG. |
|--|--|---|
| S.S. <i>Andalusia</i> , Capt. EILERS, | | 21st September, Freight. |
| FOR HAVRE AND HAMBURG. | | |
| | CALLING AT SINGAPORE AND COLOMBO. | |
| S.S. <i>Arabia</i> , Capt. SACHS, | | 5th October, Freight. |
| FOR HAVRE, BREMEN AND HAMBURG. | | |
| | CALLING AT SINGAPORE AND PENANG. | |
| S.S. <i>Koenigsberg</i> , Capt. CHRISTIANSEN, | | 18th October, Freight and Passengers. |
| FOR HAVRE AND HAMBURG. | | |
| | CALLING AT SINGAPORE AND COLOMBO. | |
| S.S. <i>Bamberg</i> , Capt. JACOBS, | | 2nd November, Freight. |
| FOR HAVRE AND HAMBURG. | | |
| | CALLING AT SINGAPORE AND PENANG. | |
| S.S. <i>Segoria</i> , Capt. FOZMON, | | 10th November, Freight. |
| For further particulars, apply to | | |

HAMBURG-AMERIKA LINE.

HONGKONG OFFICE.

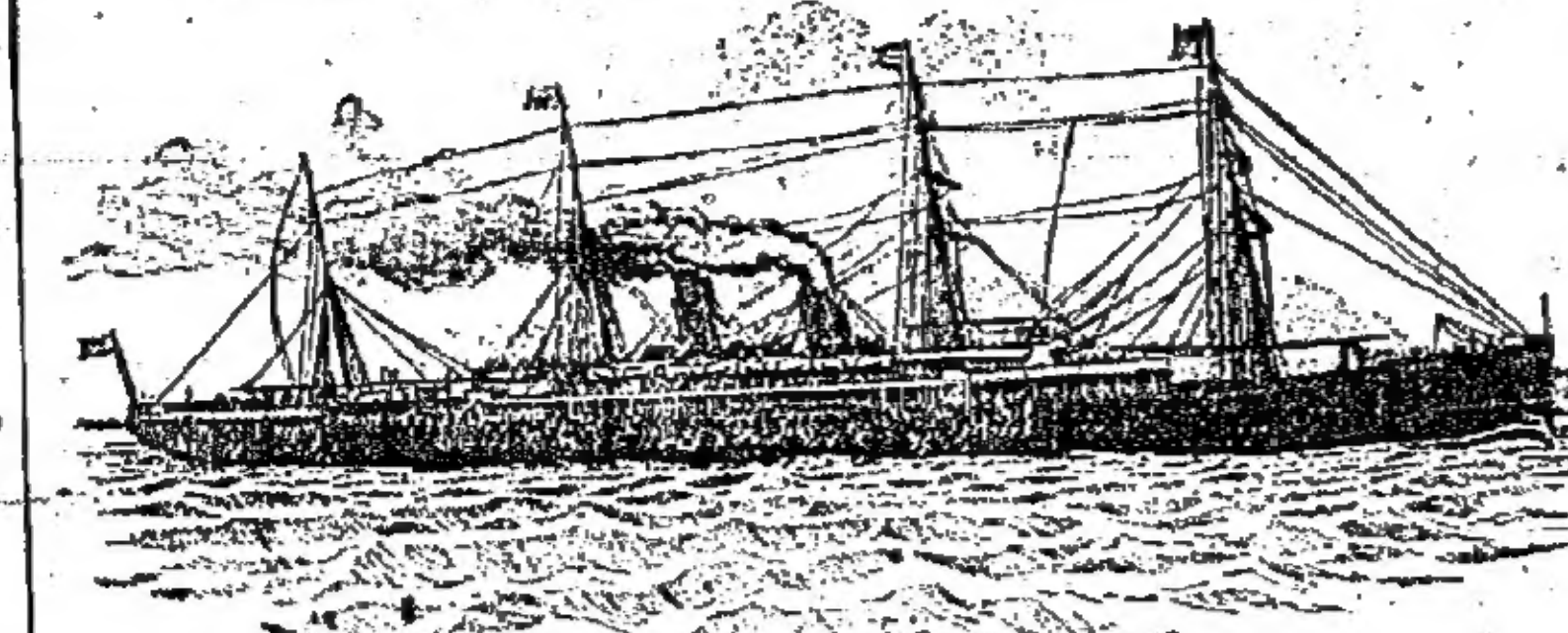
Queen's Buildings, No. 1.

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



PROPOSED SAILINGS FROM HONGKONG.

| CITY OR PRING | Sailing Dates |
|---------------|-------------------------------|
| GAELIC | TUESDAY, 24th Sept., at Noon. |
| CHINA | WEDNESDAY, 2nd Oct., at Noon. |
| DORIC | SATURDAY, 19th Oct., at Noon. |
| | TUESDAY, 29th Oct., at Noon. |

THE P. M. Company's Steamship CITY OF PEKING will be despatched for SAN
FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA AND HONOLULU, on TUESDAY, the 24th Sept., at Noon, taking
Freight for Japan, the United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and Call at
HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the Principal Cities of the United States & Canada.
Passengers holding through ORDERS TO EUROPE have the choice of the Over-
land Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment
of \$1 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have
between San Francisco and Chicago, the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other
direct connecting Railways, and from Chicago to destination, the choice of direct lines.
Special Rates (First Class only) to European Ports, are granted to Missionaries,
members of the Naval, Military, Diplomatic and Consular Services, and European
officials in the service of the United States, and to European officials in the service of the
Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (First Class
only) are granted and will apply only to Missionaries, members of the Naval and
Military Services, and to Consular and Diplomatic officials of the Governments of
China and Japan.

Return Passage.—Reduction will be made to Passengers who do not hold
Return Tickets, making the return journey between ports in the Orient and Honolulu or
beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other
Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United
States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in
Mexico, Central and South America, by the Companies' and connecting Steamers.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel
Packages will be received at the office until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value of same required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100
or over) destined to points beyond San Francisco in the United States should be
sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.
Merchandise Invoices will be sufficient for cargo or parcel (each shipment) when the
value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the
Companies, Queen's Buildings,
Hongkong, September 11, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

| Steamer | Tons | Captain | Proposed Sailing |
|-----------|------|-------------|------------------|
| Olympic | 9837 | J. T. Hodge | October 1 |
| Victoria | 3502 | J. T. Hodge | October 15 |
| Albatross | 3601 | W. Watt | November 12 |
| Albatross | 3750 | W. Watt | November 26 |

THE attention of passengers is directed to the very cheap rates offered by this Line
TO THE PACIFIC COAST and TO THE INTERIOR AND EASTERN CITIES OF THE
UNITED STATES AND TO EUROPE.

Excellent accommodation. First class Table. Doctor and Stewardesses carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL
LINES.

HONGKONG TO NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-
continental trains daily from TACOMA. Dining Car is attached to trans-continental trains
day and night; TACOMA to New York in 41 days. Magnificent Scenery of the Rocky
and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £36.
The best route to the Kootenay Gold Fields. Frequent sailings from Victoria,
TACOMA to DRYA and ST. MICHAEL.

Rates of Passage to other points on application.
Special rates allowed by members of Government Services.
For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, September 10, 1901.

OCEAN STEAMSHIP COMPANY

| FROM | STEAMERS | TO SAIL |
|-----------------------|----------|-----------------|
| GLASGOW AND LIVERPOOL | ULYSSES | 12th September. |
| GLASGOW AND LIVERPOOL | AGATHA | 19th September. |
| GLASGOW AND LIVERPOOL | AGATHA | 26th September. |
| GLASGOW AND LIVERPOOL | NESTOR | 1st October. |
| GLASGOW AND LIVERPOOL | LAETES | 9th October. |

| FOR | STEAMERS | TO SAIL |
|--------|----------|-----------------|
| LONDON | ALAN | 17th September. |
| LONDON | ALAN | 1st October. |
| LONDON | ALAN | 15th October. |
| LONDON | ALAN | 29th October. |

| FOR | STEAMERS | TO SAIL |
|------------------|----------|-----------------|
| LIVERPOOL DIRECT | OLYMPIA | 15th September. |
| LIVERPOOL DIRECT | OLYMPIA | 1st October. |

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.
Hongkong, September 12, 1901.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATIONS.

| Steamers | Destinations | Sailing Dates |
|----------------|---|----------------------------------|
| AWA MARU, | KOBE & YOKOHAMA. | FRIDAY, 13th Sept., at 10 a.m. |
| N. TREAT, | BOMBAY, VIA SINGAPORE AND COLOMBO. | FRIDAY, 13th Sept., at Noon. |
| MIKE MARU, | VICTORIA, B.C. and SEATTLE. | MONDAY, 16th Sept., at 4 p.m. |
| M. YAGI, | U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA. | FRIDAY, 20th Sept., at Daylight. |
| RIJUN MARU, | MARSEILLES, via SINGAPORE, PENANG, COLOMBO & PORT SAID. | FRIDAY, 20th Sept., at Noon. |
| O. ORO, | NAGASAKI, KOBE and YOKOHAMA. | FRIDAY, 27th Sept., at Daylight. |
| TAMBA MARU, | KOBE & YOKOHAMA. | FRIDAY, 27th Sept., at 4 p.m. |
| J. W. WALL, | SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE. | FRIDAY, 27th Sept., at 4 p.m. |
| YAWATA MARU, | | |
| A. E. MOSS, | | |
| INABA MARU, | | |
| W. BAINBRIDGE, | | |
| ROSETTA MARU, | | |
| N. TATE, | | |

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in
the United States, Canada and Europe, in connection with the GREAT NORTHERN RAIL-
WAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Com-
pany's local Branch Office at Prince's Building, 1st Floor, Charter Road.

A. S. Mihara, Manager.

Hongkong, September 12, 1901.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES
named—

| FOR | STEAMSHIP | CAPTAIN | DATE |
|------------------|-----------|--------------------|------------------|
| SHANGHAI | Palawan | J. CHELSEA | About 14th Sept. |
| LONDON, &c. | Permatia | R. T. COOK, R.N.R. | Noon 14th Sept. |
| LONDON | Bombay | H. S. BRAHMAN | About 21st Sept. |
| YHAMA, via SHAI, | | | |
| & KOBE | Ceylon | W. HAYWARD, R.N.R. | About 21st Sept. |

* See Special Advertisement.

For Freight or passage, and further Particulars, apply to

H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, September 10, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND

SEA OF JAPAN & HONOLULU.

Proposed sailings from HONGKONG.

| Steamers | Sailing Dates |
|--|-----------------------------|
| America, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Tuesday, Sept. 17, at Noon. |
| Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Saturday, Oct. 12, at Noon. |
| Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Tuesday, Nov. 5, at Noon. |

THE Twin-Screw S. S. AMERICA
will be despatched for SAN
FRANCISCO, via SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA AND HONOLULU, on TUES-
DAY, the 17th September, at Noon, 1901,
taking Freight and Passengers for Japan,
the United States, and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and Passengers are allowed
to break their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers, and to the prin-
cipal cities of the United States & Canada.
Rates may be obtained on application.

Passengers holding through ORDERS
TO EUROPE have the choice of Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and the CANADIAN PACIFIC RAILWAY on pay-
ment of \$4 in addition to the regular tariff
rate.

Passengers holding orders for OVER-
LAND CITIES in the United States have
between San Francisco and Chicago, the
choice of direct lines.

Special Rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials
and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railways, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until
4 p.m. the day previous to sailing. Pack-
ages will be received at the Office until 4
p.m. same day; all Parcel Packages should
be marked to address in full; value of
same required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco in
the United States should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at
San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, August 26, 1901.

1688

SHEWAN, TOMES & CO.'S NEW YORK

LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship 'ATARA'

will be despatched for the above Port on

or about 13th September.

To be followed by the S. S. ANAPA

about 15th October, 1901.

For Freight, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, August 23, 1901.

1692

TO IMPORTERS FROM THE UNITED

STATES.

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED,

having established a REGULAR SER-

VICE OF STEAMERS FROM SEATTLE

(Puget Sound) to JAPAN, CHINA

and the PHILIPPINES, in

connection with the

GREAT NORTHERN RAILWAY LINES

of the United States, are prepared to

contract for the conveyance of Goods

from the Pacific Coast and interior

points of U. S. A. to the Orient.

For further particulars, apply at

THE CHINA MUTUAL STEAM NAVI-

GATION CO.'S OFFICES, New York;

To the Agents of the Company at Japan,

China, Philippines and Straits.

FRANK WATERHOUSE & CO., General

Western Agents, SEATTLE; or to

GEO. SUTHERLAND, General Agent for

the East, SHANGHAI.

JARDINE, MATHESON & CO.,

Agents.

Hongkong, July 26, 1901.

1547

REGULAR

STEAMSHIP SERVICE TO NEW

YORK.

Via PORTS AND SUEZ CANAL.

Proposed sailings from HONGKONG.

MOGUL, will be despatched for SAN

FRANCISCO, via SHANGHAI, NAGA-

SAKI, KOBE, INLAND SEA, YOKO-

HAMA AND HONOLULU, on SATUR-

DAY, the 14th September, at Noon, 1901,

taking Freight and Passengers for Japan,

the United States, and Europe.

Steamers of this line pass through the

INLAND SEA OF JAPAN, and call at

HONOLULU, and Passengers are allowed

to break their journey at any point en route.

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-

Atlantic lines of steamers, and to the prin-

cipal cities of the United States & Canada.

Rates may be obtained on application.

Passengers holding through ORDERS

TO EUROPE have the choice of Overland

Rail routes from San Francisco, including

the SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and the CANADIAN PACIFIC RAILWAY on pay-

Shipping.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship **ARRATON APCAR**,
Captain E. F. Fy, will be despatched
for the above Ports on SUNDAY, the 16th
Inst., at Daylight.
For Freight or Passage, apply to
D. SASSOON, SOHNS & Co.,
Agents.

Hongkong, September 11, 1901. 1891

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUEZ, PORT
SAID, FLORENCE, TRIESTE.
(Taking Cargo at through Rates to the
Black Sea, Suez, Aden, Venice and
Ancona Ports).

THE Company's Steamship
CHINA,
Captain L. W. will be despatched as above
on TUESDAY EVENING, the 17th Sept.
For information as to Passage and
Freight apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, August 28, 1901. 1783

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING, VIA SWATOW AND AMOY.

THE Company's Steamship
MAIDZURU MARU,
Captain T. Sato, will be despatched for
the above Ports on WEDNESDAY, the
18th September.
For Freight and Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, September 8, 1901. 1852

THE UNITED STATES AND CHINA JAPAN S. S. LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
LONGSHIPS,
Captain Moore, will be despatched as
above on or about 18th October.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 10, 1901. 1882

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

TRANS-PACIFIC SERVICE.

VICTORIA (B.C.) AND SEATTLE.
Calling also at TACOMA and carrying
Cargo on through Bills of Lading to
New York and other Points of the
United States in connection with the
GREAT NORTHERN RAILWAYS
CO.'S LINES.

THE Steamship
TEENKA,
Tons 4,642, Commander B. C. HARRIS,
is due here on 24th inst., and will have
quick despatch.
For rates of Freight and further Particulars,
apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, September 9, 1901. 1885

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW & AMOY.

THE Company's Steamship
ANPING MARU,
Captain S. Aizumi, will be despatched for
the above Ports, on WEDNESDAY, the
20th Inst., at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, September 11, 1901. 1896

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE S. S. **Rudnorshire**, Capt. BIRDWOOD,
having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed at their
risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at
Consignees' risk and expense.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 17th Inst.,
will be subject to rent.
All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 16th Inst., at
2.30 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, September 10, 1901. 1883

STEAMSHIP NATAL.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from LONDON
via S. S. **Deux**, from BORDEAUX,
ex S. S. **Ville de Lorient** in connection
with above Steamer, are hereby in-
formed that their Goods with the exception
of Opium, Treasure and Valuables are
being landed and stored at their risk into the
Godowns of the Hongkong, Kowloon
Wharf & Godown Company, Ltd., at
Kowloon, whence delivery may now be ob-
tained immediately after landing.
Optional Cargo will be forwarded on un-
less intimation is received from the Con-
signees before Noon To-day, the 9th Inst.,
requesting it to be landed here.
Bills of Lading will be countersigned by
the Undersigned, Goods remaining undelivered
after Monday, the 10th Inst., will be
subject to rent and landing charges.
All Claims must be sent in to me on or
before the 10th Inst., or they will not be
recognized.
All Damaged Packages will be examined
on Monday, the 10th Inst., at 3 p.m.
No Fire Insurance has been effected.

F. de CHAMPAGNE, Agent.

Hongkong, September 9, 1901. 1877

Notices to Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY, AND SINGAPORE.

THE Steamship **Carinthia** having
arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods are being landed at their risk
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, whence delivery may be
obtained.

This Vessel brings Cargo:—
From Trieste ex S. S. **Thetis**.
From Venice, ex S. S. **Melancholi**.
Optional Cargo will be discharged here
unless notice to the contrary be given
immediately.

No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be sent in to the Office of the
Undersigned before Noon, on the 18th
Sept., or they will not be recognized.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
18th Sept., will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, September 11, 1901. 1889

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship **Arcton** having
arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from along-
side.

Cargo impeding the discharge will be
landed at once. Cargo remaining on board
after 2 p.m. of the 12th Instant, will be
landed at Consignees' risk and expense into
the Godowns of the Hongkong and Kow-
loon Wharf and Godown Company,
Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
delivery of their Goods from alongside;
the Vessel will be landed and stored at
Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the undersigned.

DAVID SASSOON, SOHNS & Co., Agents.

Hongkong, September 10, 1901. 1889

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER CANTON.

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that
their Goods are being landed and
placed at their risk in the Hongkong and
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where each con-
signment will be sorted out Mark by Mark, and
delivery can be obtained as soon as the
Goods are landed.
Optional Goods will be landed here unless
instructions are given to the contrary before
2 p.m. To-day.
Goods not cleared by the 12th Inst., at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.
All Damaged Packages must be left in
the Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here,
after which no Claims will be re-
cognized.

H. A. RITCHIE, Superintendent.

Hongkong, September 8, 1901. 1855

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENMOH.

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods have been landed
at their risk into the Godowns of the
HONGKONG AND KOWLOON WHARF AND
GODOWN CO., LTD., whence and/or from the
Wharves delivery may be obtained.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
undelivered after the 13th Inst., will be
subject to rent.
All Claims against the steamer must be
presented to the Undersigned on or before
the 30th Inst., or they will not be recognized.
All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 13th Instant, at 11
a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, September 6, 1901. 1859

THE S. S. **Rudnorshire**, Capt. BIRDWOOD,

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 17th Inst.,
will be subject to rent.
All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 16th Inst., at
2.30 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, September 10, 1901. 1883

STEAMSHIP NATAL.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo from LONDON
via S. S. **Deux**, from BORDEAUX,
ex S. S. **Ville de Lorient** in connection
with above Steamer, are hereby in-
formed that their Goods with the exception
of Opium, Treasure and Valuables are
being landed and stored at their risk into the
Godowns of the Hongkong, Kowloon
Wharf & Godown Company, Ltd., at
Kowloon, whence delivery may now be ob-
tained immediately after landing.
Optional Cargo will be forwarded on un-
less intimation is received from the Con-
signees before Noon To-day, the 9th Inst.,
requesting it to be landed here.
Bills of Lading will be countersigned by
the Undersigned, Goods remaining undelivered
after Monday, the 10th Inst., will be
subject to rent and landing charges.
All Claims must be sent in to me on or
before the 10th Inst., or they will not be
recognized.
All Damaged Packages will be examined
on Monday, the 10th Inst., at 3 p.m.
No Fire Insurance has been effected.

F. de CHAMPAGNE, Agent.

Hongkong, September 9, 1901. 1877

STEAMSHIP NATAL.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo from LONDON
via S. S. **Deux**, from BORDEAUX,
ex S. S. **Ville de Lorient** in connection
with above Steamer, are hereby in-
formed that their Goods with the exception
of Opium, Treasure and Valuables are
being landed and stored at their risk into the
Godowns of the Hongkong, Kowloon
Wharf & Godown Company, Ltd., at
Kowloon, whence delivery may now be ob-
tained immediately after landing.
Optional Cargo will be forwarded on un-
less intimation is received from the Con-
signees before Noon To-day, the 9th Inst.,
requesting it to be landed here.
Bills of Lading will be countersigned by
the Undersigned, Goods remaining undelivered
after Monday, the 10th Inst., will be
subject to rent and landing charges.
All Claims must be sent in to me on or
before the 10th Inst., or they will not be
recognized.
All Damaged Packages will be examined
on Monday, the 10th Inst., at 3 p.m.
No Fire Insurance has been effected.

F. de CHAMPAGNE, Agent.

Hongkong, September 9, 1901. 1877

STEAMSHIP NATAL.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo from LONDON
via S. S. **Deux**, from BORDEAUX,
ex S. S. **Ville de Lorient** in connection
with above Steamer, are hereby in-
formed that their Goods with the exception
of Opium, Treasure and Valuables are
being landed and stored at their risk into the
Godowns of the Hongkong, Kowloon
Wharf & Godown Company, Ltd., at
Kowloon, whence delivery may now be ob-
tained immediately after landing.
Optional Cargo will be forwarded on un-
less intimation is received from the Con-
signees before Noon To-day, the 9th Inst.,
requesting it to be landed here.
Bills of Lading will be countersigned by
the Undersigned, Goods remaining undelivered
after Monday, the 10th Inst., will be
subject to rent and landing charges.
All Claims must be sent in to me on or
before the 10th Inst., or they will not be
recognized.
All Damaged Packages will be examined
on Monday, the 10th Inst., at 3 p.m.
No Fire Insurance has been effected.

F. de CHAMPAGNE, Agent.

Hongkong, September 9, 1901. 1877

STEAMSHIP NATAL.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo from LONDON
via S. S. **Deux**, from BORDEAUX,
ex S. S. **Ville de Lorient** in connection
with above Steamer, are hereby in-
formed that their Goods with the exception
of Opium, Treasure and Valuables are
being landed and stored at their risk into the
Godowns of the Hongkong, Kowloon
Wharf & Godown Company, Ltd., at
Kowloon, whence delivery may now be ob-
tained immediately after landing.
Optional Cargo will be forwarded on un-
less intimation is received from the Con-
signees before Noon To-day, the 9th Inst.,
requesting it to be landed here.
Bills of Lading will be countersigned by
the Undersigned, Goods remaining undelivered
after Monday, the 10th Inst., will be
subject to rent and landing charges.
All Claims must be sent in to me on or
before the 10th Inst., or they will not be
recognized.
All Damaged Packages will be examined
on Monday, the 10th Inst., at 3 p.m.
No Fire Insurance has been effected.

F. de CHAMPAGNE, Agent.

Hongkong, September 9, 1901. 1877

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £10,000,000.
RESERVE FUND—
Sterling Reserve, £10,000,000
Silver Reserve, 3,750,000
RESERVE LIABILITY OF PROPERTIES, £10,000,000

COURT OF DIRECTORS:—

H. SHAW, Esq.—Chairman.
Hon. J. B. Bell, Esq.—Deputy Chairman.
A. Haupt, Esq.
D. Meyer, Esq.
R. L. Richardson, Esq.
A. J. Raymond, Esq.
Shanghai—H. M. Evans, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "

T. JACKSON, Chief Manager.

Hongkong, August 17, 1901. 365

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION. Rules may be obtained on ap-
plication.

INTEREST on deposits is allowed at

3 1/2 PER CENT. per annum. Depositors
may transfer at their option balances of
£100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 4 PER CENT. per
annum.

For the Hongkong and Shanghai Banking Corporation.

T. JACKSON, Chief Manager.

Hongkong, October 3, 1900. 1517

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
PAID-UP CAPITAL, £324,374.
HEAD OFFICE—HONGKONG.

Board of Directors.

CHUAN KIT SHAN, Esq. (Chairman).
CHOW TUNG SHAN, Esq. (J. T. LATT, Esq.).
Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ... 5%.

Hongkong, March 18, 1901. 117

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000.
SUBSCRIBED, £1,125,000.
PAID-UP, £662,500.
RESERVE FUND, £40,000.
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts

at the rate of 2 1/2 per cent. on the Daily
Balance.
On Fixed Deposits:—
For 12 months 4 1/2 %
" 6 " 4 " "
" 3 " 3 1/2 %

J. THURBURN, Manager, Hongkong.

Hongkong, April 1, 1901. 284

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... 18,000,000
CAPITAL UNPAID ... 6,000,000
RESERVE FUND ... 8,510,000
HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

TOKYO. KOBE. NAGASAKI.
LONDON. LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU. BOMBAY.
SHANGHAI. YOKOHAMA. MANILA.
HANKOW. TIENTSIN.

LONDON BANKERS:

The London Joint Stock Bank, Limited.
The Bank of India, Limited.
The Union Bank of London, Limited.

HONGKONG BRANCH—Interest allowed.

On Current Account at the Rate of 2 1/2
per cent. on the daily balance.
On fixed deposits for 12 months, 5% per
annum.
On fixed deposits for 6 months, 4% per
annum.
On fixed deposits for 3 months, 3% per
annum.

TARO HODSUMI, Manager.

Hongkong, April 17, 1901. 589

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE
12TH NOVEMBER, 1898.
SUBSCRIBED CAPITAL, ... Tls. 5,000,000
PAID-UP CAPITAL, ... 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES:
CANTON. PEKING.
CHENGTOU. TIENTSIN.
CHONGKING. SHANGHAI.
HANKOW.

THE BANK PURCHASES and receives for

Collection Bills of Exchange drawn
on the above places, and Sales Drafts and
Telegraphic Transfers Payable at its
Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills Discounted.
Interest allowed on Current Accounts at
the Rate of 2 1/2 per cent. on the Daily
Balance.

On Fixed Deposits for 3 Months ... 3%

" 6 " " " 4 %
" 12 " " " 5 %
K. W. RUTTER, Manager.

Hongkong, January 18, 1901. 1870

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP ... £800,000

RESERVE LIABILITY OF SHARE-
HOLDERS ... £800,000
RESERVE FUND ... £875,000

INTEREST allowed on Current Account

at the rate of 2 1/2 per cent. on the Daily
Balance.
On Fixed Deposits for 12 months 4 1/2 %
" 6 " 4 " "
" 3 " 3 1/2 %

T. H. WHITEHEAD, Manager.

Hongkong, July 9, 1901. 346

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL, ... Tls. 5,000,000.
HEAD OFFICE: SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

BERLIN. CALCUTTA.
HANKOW. TIENTSIN.
SINGAPORE (KIAUSCHU).

LONDON BANKERS:

Messrs N. M. Rothschild & Sons.
Union Bank of London, Ltd.
Deutsche Bank (Berlin), London Agency
Direction der Deutsche Gesellschaft.
Deposits received on current account.
Deposits received on terms which may be
agreed on application. Every description
of Banking and Exchange business trans-
acted.

E. F. GROS, Acting Manager.

Hongkong, May 30, 1901. 296

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

CAPITAL, FULLY PAID-UP ... £1,000,000.
RESERVE FUND ... 125,000.

Directors:

J. S. VAN LUREN, Esq.
C. EWENS, Esq. (C. S. SHARP, Esq.).
H. W. SLADE, Esq. (H. T. TUBO, Esq.).

General Managers:

Messrs JOHN D. HUMPHREYS & SON.

BANKERS:

THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

THE Company is prepared to act as

Special Agents or Attorneys, Liquidators,
Executors or Administrators, as
Trustees, Receivers, House and Estate
Agents for Residents or non-Residents,
and, on Commission, to buy or sell Treas-
ure, to advance money against Mortgage,
to invest funds in Mortgage or otherwise,
to buy or sell Shares of Local Stocks, and
generally to act for those who may be
temporarily or permanently absent from
the Colony.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, May 13, 1901. 361

Insurances.



The

Equitable

Life

Policies are Sight Drafts
at Maturity.
Surplus Fund (from which
dividends are to be paid)
Over £13,700,000.

F. KIENE, Manager, Hongkong.

SALAMANDER FIRE INSUR

